

No. 5924	號四十二百九千五第	日三初月十年子丙緒光	HONGKONG, SATURDAY, NOVEMBER 18TH, 1876.	六拜禮	號八十月一十英	港香	PRICE \$24 PER MONTH
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Intimations

PRISON THEATRE
REGIMENT AMATEUR DRAMATIC
SOCIETY.
(SATURDAY) EVENING, 13th, AND
MONDAY, 20th Nov. 1878.
MAUDS PERIL,
AND
HEN BROWNJOHN'S HOLIDAY.
SESSION TICKETS.—Front Seats \$1. Se.
Seats, 50 Cents; Third Seats, 25 Cents.
Hongkong, 16th November, 1878.
FOR HOIHOW.
Stenship
"ARRATOON APCAR"

TUESDAY (Sunday), the 19th in

Freight or Passage, apply to
SIEMSEN & Co.,
 Agents.
 Hongkong, 18th November, 1876.
FOR AMOY.
 Steamship
"ESMERALDA"
 despatched on board on MONDAY, the
 12th at 11 A.M.
 Freight or Passage, apply to
A. MACG. HEATON,
 Agent.
 Hongkong, 18th November, 1876.
FOR BANGKOK.
 Steamship
"RAJANATTANUHAR"
 The Commandant will be despatched for
 Bangkok on TUESDAY, the 21st inst.,
 at 11 A.M.
 Freight or Passage, apply to
YUEN FAT HONG,

R SINGAPORE AND PEN.

"CHEANG HOCK KIAN"
 despatched for the above Ports on
 THURSDAY NEXT, the 23rd instat.
 Freight or Passage, apply to
 SOON CHEONG.
 Hongkong, 13th November, 1876.
 FOR SHANGHAI.
 British Steamer
 "GLENFALLOCH,"
 expected at Singapore, will have im-
 mediate despatch as above.
 Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 18th November 1876.
 JOAN STEAMSHIP COMPANY.
 FOR SHANGHAI.
 Cargo and Passengers at through rates

JAPAN.
Company's Steamship

"AJAX"
 despatched on or about the 25th instant.
 Freight or Passage, apply to
 the Agent, Messrs. J. & A. Agnew,
 Hongkong, 14th November, 1878.

ANTED, a BUIGER, 2 years 21/20 per
 Month; a **BOILER-MAKER**, wages
 per Month; and a **DRUMMER** and
COOK, wages per Month, to sail
 on board the U.S.S. "KEARBORE,"
 1820 Hongkong, 17th November, 1878.

ANTED, a Good PLAIN COOK, for the
 Gun Room of H.M.S. "TOPAZ,"
 to Europe, to sail on the 1st inst.
 Apply to **W. GARNETT**, Gun Room Steward,
 1820 Hongkong, 15th November 1878.

ANTED, by the Advertiser, who under-
 stands Bookkeeping, **EXPERIA WORK-**
 ing, to be engaged on the 1st November 1878,
 mornings, say, from 7 to 9 o'clock. Re-
 sponds given if required.

RESS L. E., care of the **Daily Press Office**
 1820 Hongkong, 14th November 1878.

ANTED, by a Gentleman of 15 years
 experience in China and Hongkong,
 to act as an **ACCOUNTANT, CONFIDEN-**

Daily Press Office.
Hongkong, 5th October, 1877.

STREET CRIMES.

ANTED, THE POLICE, or Someone in Authority, to enforce Section III of Ordinance No. 1872, which runs as follows:— "Whoever Person shall be liable to a Penalty not exceeding Twenty-five Dollars who shall use or employ any Weapon for the Purpose of buying or selling anything whatever, or who shall make any such purchase, or who shall attempt to do so, in connection with the object of disposing of any thing belonging to him Goods, Wares, or Merchandise, shall be guilty of a Misdemeanor," by some Regulation of the Governor in reference to the same."

Hongkong, 27th September, 1876.

WILLIAM RUSSELL,
SODA-WATER & BEERINE, in various quantities,
good condition. Address "X." Daily Mail Office.
5555 Hongkong, 25th August, 1876.

NOTICES TO CONSIGNEES,
OF SHIPMENTS OF OPTIONAL CARGO
ON BOARD THE S.S. "ANGELUS."
C. O. S. S. 904 S.S. ANGELUS.

PRING Orders must be obtained

for shipment per Steamship 474X.
 BUTTERFIELD & SWIRE, Agents
 184 Market Street, 17th November, 1876.
 STEAMSHIP DEPARTMENT.
 COMPAGNIE DES MESSAGERIES
 MARITIMES.
 NOTICE.
 The consignees of Cargo per Steamship
 "MONTROSE" in connection
 with the above Steamer, are hereby informed
 that their Goods are being landed and stored at
 the Company's Godowns, whence
 they may be obtained as immediately after
 the arrival of the Steamer.
 Personal Cargo will be forwarded on unless
 otherwise notified. Goods of which
 the receipt is received from the Consignee
 before the arrival of the Steamer, request
 to be landed here.
 The Goods of Lading will be consigned by the
 consignee.
 Goods to be shipped unladen after FRIDAY
 17th inst., at Noon, will be subject to regular
 landing charges.
 Fire Insurance has been effected.
 BUTTERFIELD & SWIRE, AGENTS.
 184 MARKET STREET.

Hongkong, 16th November,
COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their bills of lading and documents for countersignature, at the earliest delivery; this Cargo has been taken on board the ship, and stored at their risk and expense. Marine insurance has been effected.

H. DU POUEY
Agent.

By Post-At, 2nd November, 1876.
1 case Effects and Hates
to diamond
No. 909 1 case
Shanghai, 10th November, 1876.

THE CHRONICLE AND DIRECTORY

For 1877.
(With which has been incorporated the CHINA DIRECTORY.)

THE PUBLISHERS request that those who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so without delay. Any persons who have recently arrived, and who want printed for a bare not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Daily Press Office, November 18th, 1876.

NOTICES

A. S. WATSON AND CO.
FAMILY AND DISPENSARY
CHEMISTS,
By Appointment to His Excellency the Governor and his Royal Highness the DUKE OF EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS,
PATENT MEDICINE VENDORS,
[Sole Agents] SUNDREY, and
AERATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REBOTTED,
PASSENGER SUPPLIES.

Notice.—To avoid delay in the execution of Orders, it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or 827, HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, NOVEMBER 18TH, 1876.

The efficiency of the fire engines and brigade is an important matter in any considerable town. It is especially so here, where there is a large native population, who are proverbially reckless in their use of matches and fire. Indeed, considering the carelessness they display, it is simply wonderful that so few fires occur in the Colony. Formerly conflagrations on a large scale were numerous, but lately there have been few of any importance. But though Hongkong has enjoyed a comparative immunity from great fires for some little time there is no guarantee that it will continue to do so. It is, therefore, most necessary that the engines should be always in a state of efficiency, and the brigade fully up to the mark. The Hon. P. Ryrie, at the meeting of the Legislative Council on Thursday, raised a discussion on this question.

He proposed that the estimates should be increased by \$1,000 with a view of obtaining the services of a permanent engineer to attend to the engines, confiding that the engines had not received perfect attention, in consequence of which they prove ineffective on almost every occasion when used.

The Hon. C. May, in reply, admitted that the engines have too frequently broken down, but attributed it to the engines, and not to the man who kept them in repair. He did not believe the appointment of a permanent engineer would lead to increased efficiency of the engines, and thought the Council would find reason to regret it if they made any change in the existing arrangement.

The engines are, Mr. May remarked, of a sort frequently requiring repair and are always liable to get out of order. If that be the case, the argument of Mr. Ryrie is obviously strengthened. He also maintains, and rightly so, that the brigades are worked with a lack of skill as compared with those in many other places. There is no want of will or of alacrity shown at fires by anyone, but the organization is often imperfect. A properly qualified man to look after the engines is needed, and the objections raised by the Acting Colonial Treasurer were, to say the least, rather lame. It was altogether beside the mark, for instance, to suppose it likely that the proposed engineer would "succumb to the temptations of this place." The absurdity of such an objection must strike Mr. May himself on reflection. It might with equal propriety be advanced against the importation of policemen and others, and it is unfair to assume that such a proposal would cause. Further than this Mr. May admitted that an attempt had at one time been made to get a permanent engineer. "The attempt," it may fairly be concluded, was then considered desirable, and no good reason has been advanced to show that a permanent engineer is not equally needed now. His satisfaction is to note that the Government is willing to consider the question, and that a committee is to be appointed to inquire into the matter.

The additional \$1,000 was voted on this understanding. During in mind the urgent necessity for being always ready, and the fact that the Committee will decide to make the experiment suggested by Mr. Ryrie. At the end of a specified term, the new arrangement was found not to answer, it would probably not be difficult to return to the old system.

It is satisfactory to hear that the New Civil Hospital will shortly be an accomplished fact. It has been long known that the necessity for the erection of a new building can be dispensed with by the conversion of the present Lock Hospital, into a Civil Hospital. For this purpose the sum of \$40,000 will be required, and a saving of \$60,000 thus effected is the estimate for a new building was \$100,000. Whether or not extensions to the Lock Hospital are comprehended under the term conversion, does not appear, but it is probable that they will be required. The Colony will be spared a considerable expense by this plan, which will be fully appreciated by the taxpayers. It is a great pity, however, that the discovery that the Lock Hospital might serve the purposes was not made before, and the policy on this subject prepared for the new building suggested. As His Excellency the Governor pointed out, it can be turned into a good recreation ground for the patients, which is certainly a desirable thing, but this might have been secured at a less cost than the steps in question have involved. The project is, however, good in itself, and will prove a boon to the patients. Most of the hospitals in England, except in the large towns where land is too valuable

have no pleasant grounds attached to them, the patients can take fresh air and gentle exercise, and such a provision is quite as useful in a semi-tropical climate. As the vote for the new Civil Hospital figures in the estimates, it is probable that the building will be commenced in the ensuing year. The work is evidently not expected to be completed during 1877, since a portion of the money only has been voted. It is gratifying to know that two institutions of unquestionable utility, the erection of which has so often been delayed, are likely soon to be located in commodious premises. It is to be hoped that they will both be commenced with as little delay as possible.

The Rev. Mr. Ryrie, stating that the Rev. Mr. Ryrie has been appointed to succeed His Excellency Sir Arthur Kennedy as Governor of Hongkong, though not an official announcement, is no doubt correct. Mr. Ryrie has, as most people are aware, at present Governor of the Windward Islands, and has previously been Governor of Labuan, administrator-in-chief of the West African Settlements, and Governor of the Bahamas. He has also, prior to his career in the Colonies, occupied a seat in the House of Commons, and made himself rather conspicuous as a speaker in debates on Irish questions. He is also said to be possessed of a good deal of administrative ability. He is a member of the Roman Catholic Church. No time has yet been fixed for Sir Arthur Kennedy's departure, and it is probable that he will remain in Hongkong until next February or even March.

The Chinese corvette Yang Woo will leave for Canton to-day.

H.M.S. Narcissus was undocked on Thursday morning, and she steamed into harbor to-day, retaining yesterday morning.

The Agents (Messrs. Butterfield and Swire) inform that the steamer Yang Woo will leave for Canton to-day.

Yesterday morning His Excellency the Governor paid a visit to the Chinese corvette Yang Woo, and was received with a salute.

On the arrival of H.M.S. Narcissus yesterday morning, Rear-Admiral Sir Rowley Lambour, O.B., was saluted by the Chinese corvette Yang Woo, and the salute was returned.

An inquest was held yesterday afternoon on the body of Chin Ah, who was killed by falling down the hold of the *Chang Heung* Kait, British steamer, on the 13th, Dr. Adams, Health Officer, presided, and Mr. J. W. Ryrie, M.P., acted as counsel for the Crown. The jury returned a verdict of death by misadventure, and the body was buried in the cemetery.

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CAUSING THE DEATH OF A COOLIE.
Mr. David Gillies was brought up at the Police Court yesterday morning on a charge of causing the death of a coolie named Low Ahing, employed at Aberdeen Dock. Mr. Gillies was charged with having caused the death of the coolie by neglecting to give him proper medical attention when he was injured. The case was heard by Mr. Justice, who found Gillies guilty and sentenced him to six months' imprisonment.

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